

REMARKS

Claims 1-19 were pending in the application, claims 20 and 21 are hereby added. In the outstanding office action, all claims stand rejected. In keeping with the foregoing amendments and the following remarks, reconsideration is respectfully requested.

In response to the objection to claim 8, that claim has been clarified to overcome the objection.

In response to the objection to the drawings for not showing the subject matter of claim 15, claim 15 has been canceled. Accordingly, the objection is now moot and the drawings submitted with the last response should now be in proper form.

Claim 1 has been replaced with new claim 20 which positively recites, in part, a shiftable valve plug mounted within the valve body for sliding movement and having a valve stem, a seat ring assembly comprising a substantially cylindrical unitary body, the seat ring assembly disposed within the chamber and having a base defining a valve seat sized to receive the valve plug, a threaded connection joining the base to the valve body such that the seat ring assembly is secured in place exclusively by the threaded connection, the seat ring assembly further including a guide portion spaced away from the base and a bore extending between the base and the guide portion. A bushing is disposed adjacent the guide portion, with the bushing sized to guide a portion of the valve plug, the bushing and the valve plug sized to maintain the valve plug substantially concentric with the valve seat.

By comparison, the seat ring 32 of the Dvorak reference is not threaded to the valve body, but instead is secured in place using a number of components compressed upon connection of the bonnet to the balance of the valve. There would be no suggestion to add threads to the seat ring 32, as such a modification would render the seat ring retention components of the reference entirely superfluous. Moreover, elimination of these components would require a complete redesign of the interior portion of the valve, and there would be no way to make such modification without ignoring the express teachings of the reference, without rendering the device inoperable, and without using applicant's disclosure as a template. Accordingly, for each of these reasons, there cannot be a proper *prima facie* case of obviousness based even in part on the Dvorak reference.

Moreover, the various component parts on the reference, including the seat ring retention components as well as the seat ring itself, cannot possibly be considered as unitary as presently claimed by claim 20. Nor can this limitation be found in the Kieren reference in

which the various components are constructed of a multitude of parts. Accordingly, because the cited combination fails to include all of the claimed limitations, again there cannot be a proper *prima facie* case of obviousness. Claim 20 is in allowable form, as are all the claims that depend from claim 20 either directly or through intervening claims.

Claim 9 has been replaced by new claim 21 which positively recites, in part, a substantially cylindrical housing having a first end, a second end, and a central bore extending from the first end to the second end and sized to receive the throttling element; the housing including a wall having at least one aperture, the first end of the housing having a section of a reduced interior diameter sized to slidingly engage and guide an exterior surface of the throttling element, the bore forming a valve seat disposed adjacent the second end of the housing, the valve seat sized to sealingly engage the throttling element. The second end of the housing includes threads sized to engage an interior threaded portion of the valve body, and the housing is secured within the valve body exclusively by a threaded connection formed between the threads and the threaded portion.

Once again, the cited combination fails to teach or even suggest the limitations of new claim 21. Accordingly, claim 21 is in allowable form, as are all the claims that depend from new claim 21.

Claim 12 has been amended to positively recite, in part, the step of securing the post-guided seat ring assembly within the control valve body exclusively by threadably attaching the second end of the integrated post-guided seat ring assembly to the control valve body. In the Dvorak reference the seat ring 32 is secured by a multitude of components, with these components ultimately held in place by the bonnet. The Kieren reference adds nothing. Accordingly, claim 12 is in allowable form as are any claims that depend from claim 12.

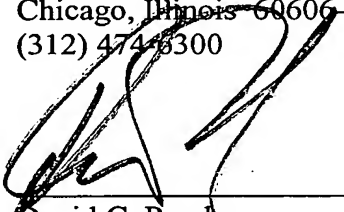
In view of the above discussion, applicant submits that each of the presently pending claims is in immediate condition for allowance. Accordingly, the examiner is respectfully requested to pass this application to issue. It is believed that no fees are necessary in connection with the present Amendment. However, in the event that any fees are due, kindly charge the cost thereof to our Deposit Account No. 13-2855.

Respectfully submitted,

MARSHALL, GERSTEIN, & BORUN LLP
6300 Sears Tower
233 South Wacker Drive
Chicago, Illinois 60606-6357
(312) 474-6300

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By:



David C. Read
Reg. No.: 39,811
Attorney for Applicants